

10/518477

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What I claim as my invention is:

1. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,
and which primary lifting mechanism comprises a power plant as a means for providing downwardly extending thrust to the aircraft, and which secondary lifting mechanism comprises a power plant as a means for providing downwardly extending thrust to the aircraft, and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft, and such that a direction of

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ART 34 AMDT**

travel of the aircraft during flight can be altered by
altering the lateral direction or angle of tilt of the primary
lifting mechanism relative to the main body of the aircraft,
and which said tilt enabling joint is a primary tilt enabling
5 joint, with the primary lifting mechanism able to exert an
upward force on the forward end of the main body of the
aircraft through the primary tilt enabling joint, and which
secondary lifting mechanism is connected to the main body of
the aircraft by an additional tilt enabling joint, which said
10 additional tilt enabling joint is a secondary tilt enabling
joint, and which said secondary lifting mechanism is
connected to the main body of the aircraft by the secondary
tilt enabling joint such that during flight of the aircraft
the secondary lifting mechanism can be tilted in a plurality
15 of directions and angles relative to the main body of the
aircraft, in a controlled manner, and such that the secondary
lifting mechanism can be tilted in lateral directions
relative to the main body during flight of the aircraft, and
such that a direction of travel of the aircraft during
20 flight can be altered by altering the lateral direction or
angle of tilt of the secondary lifting mechanism relative
to the main body, and which secondary tilt enabling joint is
such that the secondary lifting mechanism can be tilted in a
controlled manner in a lateral direction with respect to the
25 main body of the aircraft during flight of the aircraft that

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ART 34 AMDT**

blades, with the blades of the secondary lifting mechanism connected to the rotor of the secondary lifting mechanism, and which engine assembly of the secondary lifting mechanism is able to rotate

5 the rotor of the secondary lifting mechanism, with the blades of the secondary lifting mechanism connected to the rotor of the secondary lifting mechanism such that when the rotor of the secondary lifting mechanism is rotated by the engine assembly

10 of the secondary lifting mechanism air can be forced in a downward direction by means of the blades of the secondary lifting mechanism rotating around the rotor of the secondary lifting mechanism, with the secondary lifting mechanism able to exert an upward force on

15 the aft end of the main body of the aircraft by forcing air in a downward direction by way of the blades of the secondary lifting mechanism rotating around the rotor of the secondary lifting mechanism, and which primary lifting mechanism is connected to the

20 main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in

25 lateral directions relative to the main body of the aircraft

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ART 34 AMDT**

during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint, and which secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the

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ART 34 AMDT

3. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order, and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint,

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ART 34 AMDT

which primary lifting
mechanism is a turboprop, and which primary lifting
mechanism is attached to the primary tilt enabling joint
such that air can be forced in a downward direction
5 by the primary lifting mechanism, and such that by forcing
air in a downward direction the primary lifting mechanism is
able to exert an upward force on the forward end of the
main body of the aircraft, with the primary lifting mechanism
able to exert an upward force on the forward end of the main
10 body of the aircraft through the primary tilt enabling joint,
and which secondary lifting mechanism is connected to the
main body of the aircraft by an additional tilt enabling joint,
which said additional tilt enabling joint is a secondary tilt
enabling joint, and which said secondary lifting mechanism is
15 connected to the main body of the aircraft by the secondary
tilt enabling joint such that during flight of the aircraft
the secondary lifting mechanism can be tilted in a plurality
of directions and angles relative to the main body of the
aircraft, in a controlled manner, and such that the secondary
20 lifting mechanism can be tilted in lateral directions
relative to the main body during flight of the aircraft, and
such that a direction of travel of the aircraft during
flight can be altered by altering the lateral direction or
angle of tilt of the secondary lifting mechanism relative
25 to the main body, and which secondary tilt enabling joint is

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ART 34 AMDT**

downward direction by means of the blades rotating
around the rotor, with the primary lifting mechanism
able to exert an upward force on the forward end of
the main body of the aircraft by forcing air in a
5 downward direction by way of the blades rotating
around the rotor,

and which primary lifting mechanism is connected to the
main body of the aircraft by a tilt enabling joint such that
during flight of the aircraft the primary lifting mechanism
10 can be tilted in a plurality of directions and angles relative
to the main body of the aircraft, in a controlled manner, and
such that the primary lifting mechanism can be tilted in
lateral directions relative to the main body of the aircraft
during flight of the aircraft, and such that a direction of
15 travel of the aircraft during flight can be altered by
altering the lateral direction or angle of tilt of the primary
lifting mechanism relative to the main body of the aircraft,
and which said tilt enabling joint is a primary tilt enabling
joint, with the primary lifting mechanism able to exert an
20 upward force on the forward end of the main body of the
aircraft through the primary tilt enabling joint, and which
secondary lifting mechanism is connected to the main body of
the aircraft by an additional tilt enabling joint, which said
additional tilt enabling joint is a secondary tilt enabling
25 joint, and which said secondary lifting mechanism is

connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft,

and the secondary lifting mechanism comprises at least one jet engine, which said at least one jet engine is attached to the secondary tilt enabling joint such that the said at least one jet engine is able to force exhaust gases to travel in a downward direction and such that by forcing exhaust gases to travel in a downward direction the said at least one jet engine can

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ART 34 AMDT**

7. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,
- and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint, and which

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ART 34 AMDT**

secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is

5 connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary

10 lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative

15 to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting

20 mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft, and which secondary lifting mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt

25 enabling joint, with the primary tilt enabling joint and the

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ART 34 AMDT**

8. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,
- and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint,
- which primary lifting mechanism is a turboprop, and which primary lifting

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ART 34 AMDT**

mechanism is attached to the primary tilt enabling joint such that air can be forced in a downward direction by the primary lifting mechanism, and such that by forcing air in a downward direction the primary lifting mechanism is able to exert an upward force on the forward end of the main body of the aircraft, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint,

and which secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is

plurality of blades, with the said blades connected to the rotor, and which said engine assembly is able to rotate the said rotor, with the blades connected to the rotor such that when the rotor is rotated by the said engine assembly
5 air can be forced in a downward direction by means of the blades rotating around the rotor, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft by forcing air in a downward direction by way of the blades rotating
10 around the rotor,

and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative
15 to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by
20 altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the
25 aircraft through the primary tilt enabling joint, and which

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ART 34 AMDT**

secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is

5 connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary

10 lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative

15 to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting

20 mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft,

and the secondary lifting mechanism is a turboprop, which secondary lifting mechanism

25 is attached to the secondary tilt enabling joint such

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ART 34 A**

12. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,

and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint,

which primary lifting mechanism is a turboprop, and which primary lifting mechanism is

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ART 34 AMDT**

attached to the primary tilt enabling joint such that air
can be forced in a downward direction by the primary
lifting mechanism, and such that by forcing air in a
downward direction the primary lifting mechanism is able
5 to exert an upward force on the forward end of the main
body of the aircraft, with the primary lifting mechanism
able to exert an upward force on the forward end of the main
body of the aircraft through the primary tilt enabling joint,
and which secondary lifting mechanism is
10 connected to the main body of the aircraft by an additional
tilt enabling joint, which said additional tilt enabling
joint is a secondary tilt enabling
joint, and which said secondary lifting mechanism is
connected to the main body of the aircraft by the secondary
15 tilt enabling joint such that during flight of the aircraft
the secondary lifting mechanism can be tilted in a plurality
of directions and angles relative to the main body of the
aircraft, in a controlled manner, and such that the secondary
lifting mechanism can be tilted in lateral directions
20 relative to the main body during flight of the aircraft, and
such that a direction of travel of the aircraft during
flight can be altered by altering the lateral direction or
angle of tilt of the secondary lifting mechanism relative
to the main body, and which secondary tilt enabling joint is
25 such that the secondary lifting mechanism can be tilted in a